

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will partner with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a municipality, state funds for a sidewalk are made available if matched, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

During the development of this plan, the pedestrian mode was not studied by the NCDOT Transportation Planning Branch. Therefore no pedestrian recommendations were made. Bicycle recommendations were however included in this plan. Inventories of existing and planned bicycle facilities for the planning area are presented on Sheets 4 of Figure 1. The Sandhills Sector NC Bike Route runs through the northern portion of Robeson County. All recommendations for bicycle facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2010 Robeson County Working Lands Protection Plan was used to meet this requirement.¹

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- **Residential**: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- **Commercial**: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.

¹ See the 2010 Robeson County Working Lands Protection Plan for mapping and detail.